SERVICE MANUAL

TK4.80V
TK4.80N
TK4.80F

Tractor

Part number 51543561
English
March 2019

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Power Take-Off (PTO) clutch release control link - Adjust

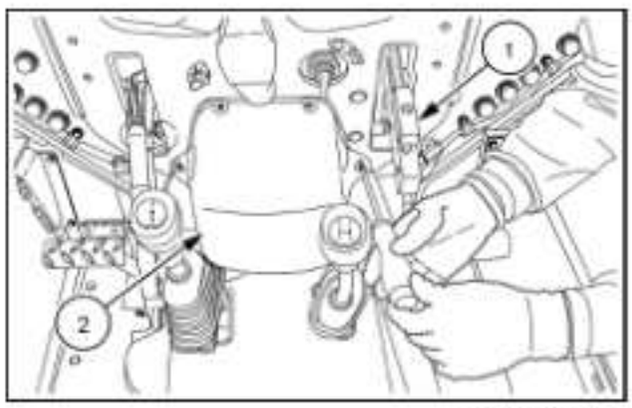
TK4.100 Without cab [ZGJK11857 -]	NA
TK4.100M Without cab [ZGJK07163 -]	NA
TK4.110 Without cab	NA
TK4.110M Without cab	NA

⚠ WARNING

Avoid injury!
Handle all parts carefully. Do not place your hands or fingers between parts. Use Personal Protective Equipment (PPE) as indicated in this manual, including protective goggles, gloves, and safety footwear.
Failure to comply could result in death or serious injury.

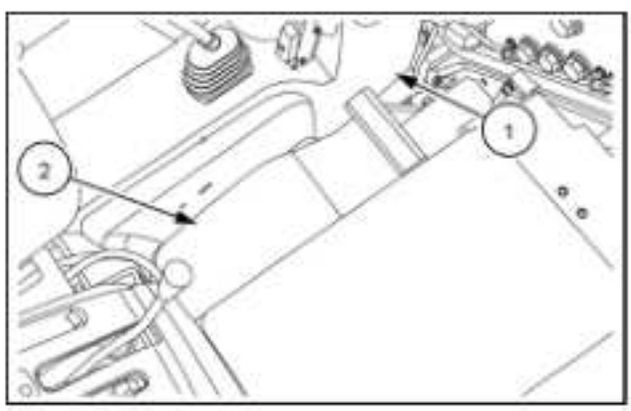
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1. Bring the clutch control lever **(1)** for the power take-off (PTO) into the rest position (fully lowered).
2. Loosen the fastening screws and, if present, remove the central cover **(2)** for the dashboard panel.



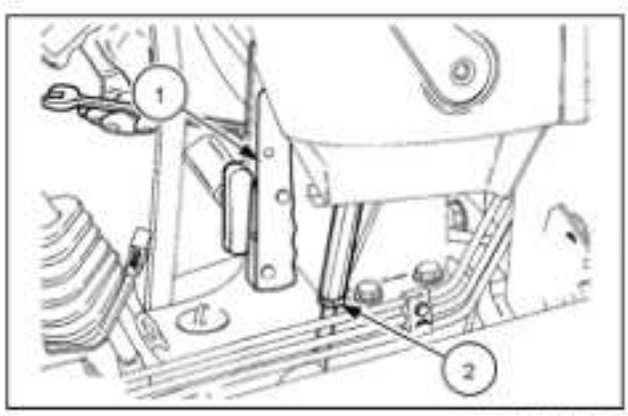
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3. Remove the right-hand rubber footboard **(2)**, as described in **Platform floor cover - Remove - Rubber footboard (90.110)**.
4. Raise the front right-hand part **(1)** of the central rubber cover to allow the link rod on the control lever to be adjusted.



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5. Raise the control lever **(1)** and check that the idle vertical stroke of the lock nut **(2)** (before disengaging the clutch) is **4.5 mm** (**0.18 in**).



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B. If the harness is okay, replace the constant engine speed (CRPM) selector switch and test the system for normal operation. If the fault occurs again, replace the analog digital instrument cluster (ADIC).

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B. If there is continuity., leave the connector disconnected and continue to **4**.

4. Replace the glow plugs ECU **A-027** .

   Use the Electronic Service Tool (EST) to verify the status of this fault.

   A. If the fault is no longer active, return the machine to service.

   B. If the fault is still active, check the ECU **A-010** for the appropriate software and re-flash, if necessary.

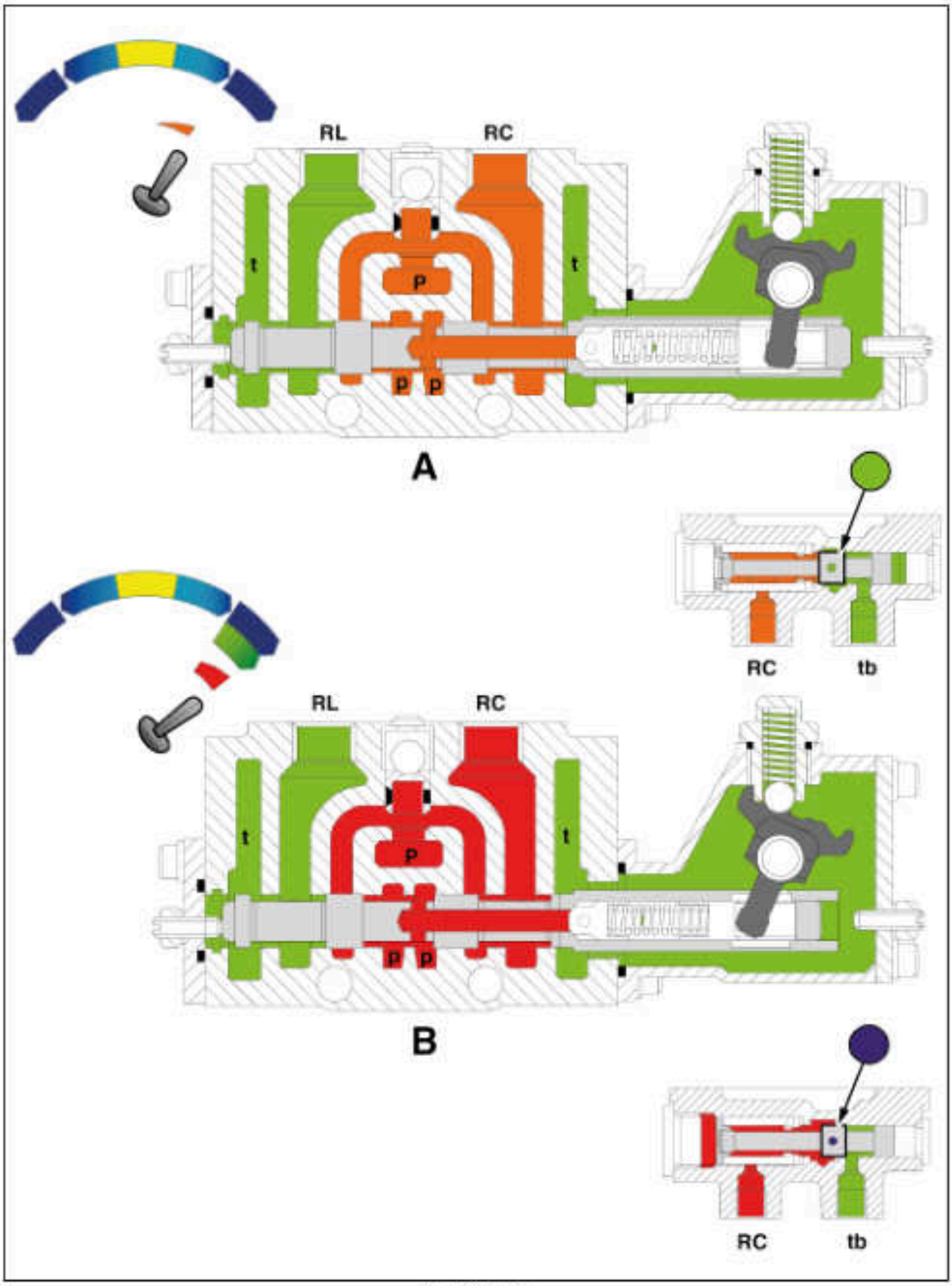
5. Visually inspect the relevant harnesses and connectors for damage, bent or dislocated pins, corroded terminals, or broken wires. Verify that the connectors are fully installed. Flex the harnesses involved to reveal intermittent breaks or shorts in the wiring concerned. Operate the machine while you monitor the display.

   A. If you find damage or the display indicates other than normal display readings, then repair the damage discovered during the inspection or locate and repair the other than normal display condition and verify that the error has been resolved.

   B. If you do not find damage and the display indicates only normal readings, then erase the fault code and continue operation.

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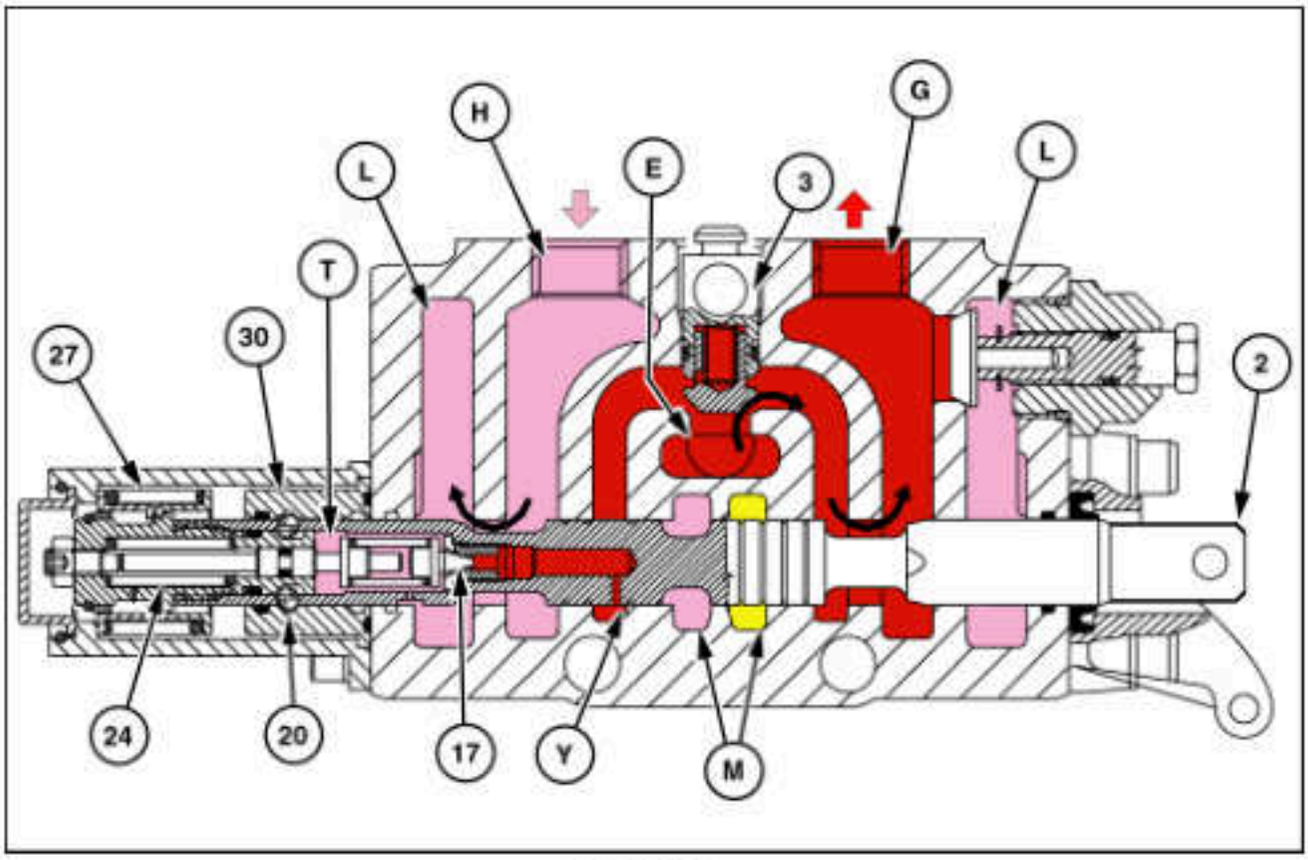


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Remote control valve - Dynamic description single-acting/double-acting control valve with automatic release

Diagram for the operating stages of an auxiliary control valve for controlling a single-acting/ double-acting cylinder with automatic release

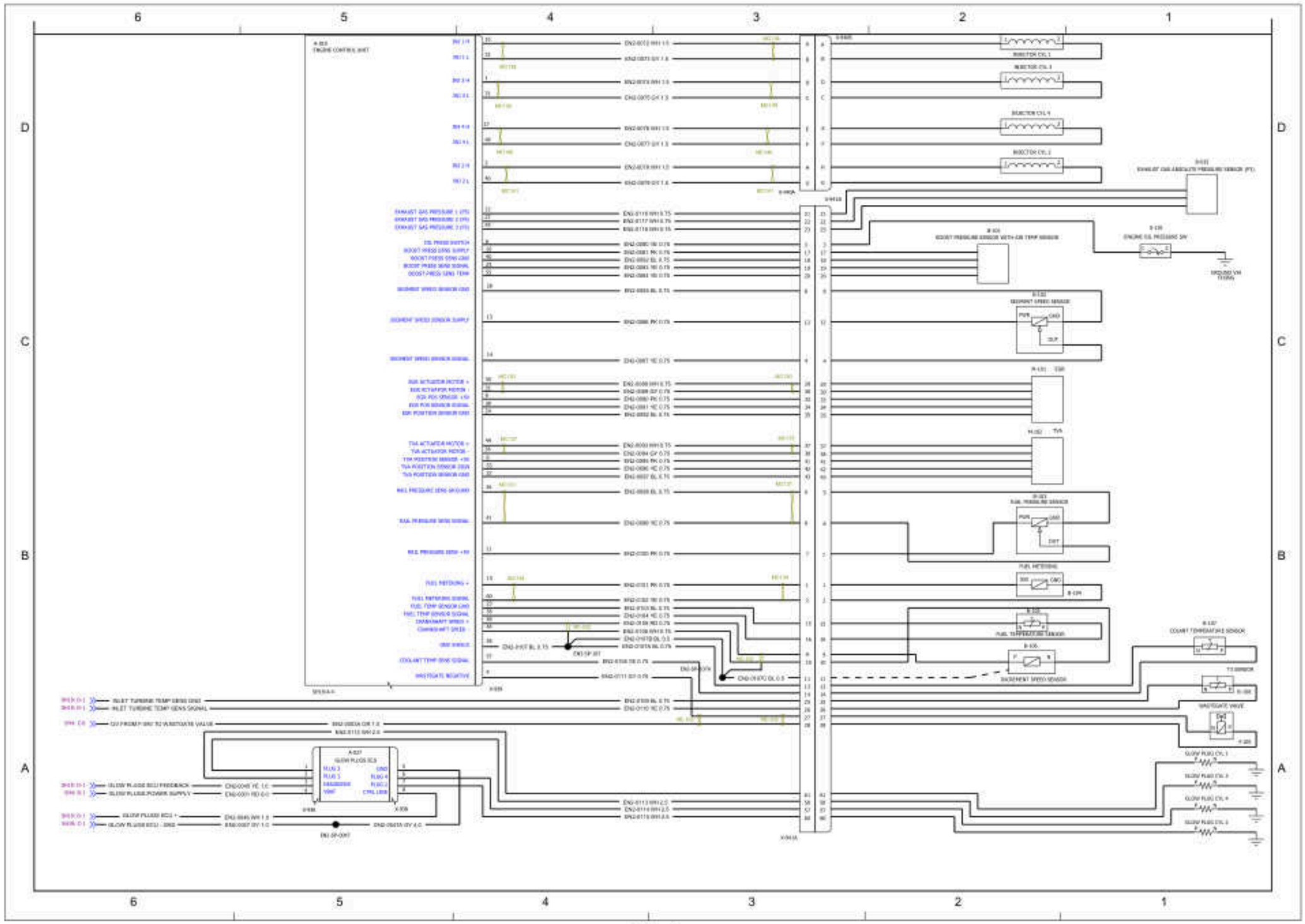


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Raising

When you pull the control lever (located in the cab), the spool of the control valve **(2)** moves and the detent balls **(20)** enter the left-hand seat, remaining held in place by the support **(30)** and by the spring **(24)**. The movement of the spool **(2)** connects the supply line **(E)** with the lower chamber of the cylinder, by way of the check valve **(3)** and the line **(G)**, and also the upper chamber of the cylinder with the exhaust line **(L)**, by way of line **(H)**, intercepting the supply of oil to the hydraulic lift control valve. On completion of the lifting movement, the oil pressure increases to **173 – 178 Kg/cm² (2461 – 2532 psi)**, and acting through the port **(Y)**, it overcomes the resistance of the spring on the cup of the needle valve **(17)**. Inside the chamber **(T)**, the oil pressure increases, and acting on the lower support, it overcomes the resistance of the spring, thereby moving the support). In this position, the two detent balls **(20)** fall onto the lower support, releasing the spool **(2)** which, under the action of the spring **(27)**, returns to the neutral position. Consequently the entire flow from the pump is conveyed to the lift control valve through lines **(M)**.

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